establish clinics/nursing homes in rural areas and semi-urban areas.

(vii) The Medical Council of India have made necessary changes in their regulations on Undergraduate medical education to secure the community orientation of medical education with emphasis on preventive, promotive, curative and rehabilitative aspects of health care services to attract a large number of doctors for service in the rural areas.

Site for Kota Open University

*247. SHI BHUVNESH CHATURVEDI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the site for Kota Open University in Rajasthan has been finally selected; if so, the details thereof;

(b) if not, the reasons therefor; and

(c) the amount allotted for the construction of the university campus during 1988-89?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P. V. NARASIMHA RAO): (a) According to information furnished by the Kota Open University, a site of about 100 acres of land opposite the Engineering College in Kota has been earmarked for the University.

(b) Does not arise.

(c) The Central Government, the University Grants Commission or the Indira Gandhi National Open University have not sanctioned any funds to this University.

Stagnation in the Air India's fleet

*248. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that since 1980, Air India's fleet practically remained stagnant with ageing aircraft which, on an average, are 6-9 years old, besides over 10 years old Jumbo jets requiring replacement;

(b) if so, what is the total Air India fleet which requires replacement and what on an average, is the annual expenditure on the maintenace of old fleet;

(c) what is the total cost involved in the replacement of the ageing aircraft; and

(d) what are the reasons for not taking timely steps to replace the old aircraft to avoid massive investment at a time besides huge expenditure on the maintenance of these aircraft and flying risks?

THE MINISTER OF HEALTH AND FAMILY WELFARE AND THE MINISTER OF CIVIL AVIATION (SHRI MOTILAL VORA): (a) Even though the numerical strength of the aircraft in the fleet of Air India has remained roughly constant since 1981, during the period 1981-1988, Air India has acquired three A-300-B4 aircraft and six A-310-300 aircraft. Six old B707 aircraft have also been phased out. One B-747 aircraft, in replacement of 'Emperor Kanishka' which crashed in 1985 has also been inducted into the fleet.

(b) Replacement of aircraft in the fleet of Air India is not absolutely necessary on airworthiness/safety considerations as the aircraft are designed to provide continued airworthiness by suitable monitoring of the maintenance procedures. The expenditure on maintenance during the years 1985-86 and 1986-87 was Rs. 65.99 crores and 76.08 crores respectively.

(c) and (d) Operation of old aircraft by Air India does not involve any flying risks since the aircraft are maintained according to the specifications of the airworthiness authorities which are modified on a continuous basis. The aircraft have also been